

# Shipping

(Additional Shipping on Page 13)

## GENERAL MANAGER SAMUELS

### MAKING ROUND TRIP IN SONOMA

F. F. Samuels, Vice President and General Manager of the Oceanic Steamship Company, with headquarters at San Francisco, is making a round trip in the liner Sonoma, that is now en route from the coast to Honolulu.

Mr. Samuels will make a general inspection at the several ports of call for the liners in the San Francisco-Australian service.

The Sonoma is due to arrive off this port at an early hour on Monday morning. At the local office of the steamship company it is planned to dispatch the liner for Sydney by the way of Pago Pago on or about five o'clock in the evening of the same day.

The Sonoma will be given an additional shipment of fuel oil, the oil being transferred from the storage tanker Falls of Clyde, to the steamer's tanks.

The Sonoma is to arrive here in command of Captain Trask, well known to shipping men and travelers.

Owing to a failure to receive a wireless message from the ship, the local agents were unable to state today the exact number of passengers and amount of cargo carried in the liner on the initial trip to the Antipodes.

#### Long Voyage for New Revenue Cutter.

On her maiden voyage and bound for the coast, the United States revenue cutter Unalga will leave Baltimore on July 1, beginning a journey of 18,402 nautical miles. From Baltimore the Unalga will go to Gibraltar, thence to Malta, thence to Port Said and through the Suez to Aden, to Colombo, Ceylon, to Singapore, to Manila, to Yokohama and thence to Japan, Alaska, which is to be her home station. The duty of the new cutter will be to patrol the seal rookeries and prevent poaching, to prevent smuggling along the coast of Alaska, to render aid to vessels in distress, to rescue in case of wrecks and to remove derelicts in the channels of navigation. The Unalga will carry a complement of seven officers and seventy men.

#### Steamship Orteric a Deep-Sea Tramp.

The British steamship Orteric, which on a maiden voyage from Great Britain, was chartered by the Territorial Immigration Bureau to bring a large number of Spanish and Portuguese immigrants to Hawaii, and after entering a regular trans-Pacific service between Puget Sound ports and Manila, Philippine Islands, has been withdrawn and will become a regulation tramp.

The Orteric is reported as making her last trip from the North Pacific coast to the Far East. The freighter will proceed to London or Glasgow and, like other vessels of this fleet, which have been operating out of Sound ports or Portland, will become a free lance in ocean-going trade.

#### Oceanic Oil-Burners Awaken Interest in Australia.

The intended starting of a big line of oil-burning steamers between America and Australia, says the Sydney Telegraph, again directs attention to the fact that the use of this fuel for steaming purposes has passed the experimental stage. Fears are now beginning to be expressed in Canada that with the opening of the Panama Canal this may have a serious effect upon the country's commerce. It is believed that the future oil supply will be drawn from Mexico, and that consequently ships will go that way on account of the facilities for replenishing their fuel stores. This may be borrowing trouble at somewhat long date. But if oil were ever to supplant coal as fuel more things would happen than the defection in the course of a few American coastal steamers. What gave England the start in manufacturing enterprise that none of the nations has ever been able to overhaul was the early development of her incomparable coal measures and iron deposits. Were oil to become cheaper than coal, and as certain in supply, while equally efficient, one of the props of England's commercial supremacy might, therefore, be in danger. In the meantime there are indications of petroleum deposits existing in Papua. Should these develop extensively, and oil become a cheaper power generator than coal, the great advantage which her coal fields give to New South Wales over the other States would wholly or partially disappear. But a good deal remains for demonstration before these questions will have to be faced. Oil is certainly being used with success as a substitute for coal in many places, as it has been for years past. But with this fact fully in existence the demand for coal is increasing rather than diminishing.

ishing. The men who have their money to lose, therefore, are not yet prepared to stake it on the transmutation of their coal furnaces into oil-burners. And a great deal more proof of oil's superiority when all things are considered will probably be waited for before they all begin to think of doing so. Still, the rate of oil consumption is now increasing with a rapidity relatively greater than that of coal consumption, and this is a fact which may have far-reaching consequences capable, perhaps, of following sooner than may be expected.

#### Excursionists Back in Mauna Kea.

Over two hundred excursionists returned in the Inter-Island steamer Mauna Kea this morning, the passengers for the most part attending the Fourth of July celebration held at Hilo.

The flagship was crowded to the limit after leaving the last of the Maui ports. A small freight including barrels of sugar sacks, crates of celery, several motorcycles, one auto and 150 packages of sundries was received on arrival this morning.

Purser Phillips reports the steamer Kalulani at Papaikou, the Kauai at Honolulu, the Likelike at Papaikou, the Helene at Kohala and the Walalea at Honokaa. The steamer Iwani was passed at Honokaa.

The steamer Likelike is reported to arrive from Hawaii ports this afternoon bringing a shipment of sugar. The Mauna Kea met with fine weather on the homeward trip. Deep water shipping at Hilo was represented in the American-Hawaiian steamship Mexican and the lumber laden schooner S. T. Alexander.

#### Korea Due Monday.

The Pacific Mail liner Korea from Hongkong by the way of Japanese ports of call is expected to arrive at Honolulu on or about Monday noon, according to late advices received at the agency of H. Hackfeld and Company. The Korea will bring 105 tons of cargo for discharge at this port. The vessel is reported to have accommodations for one hundred additional passengers in the cabin. Advance bookings at the local agency indicate that there will be room for all applicants. The Korea is expected to sail for San Francisco at 10 o'clock Tuesday morning.

#### Maui Back With Cattle and Sugar.

Cattle from Parker Ranch, to the number of 75 head, and 11,088 sacks of sugar were included in the freight brought to Honolulu in the steamer Maui. The bulk of the sugar was loaded at Laupahoehoe. The Maui met with fine weather on a portion of the trip. The officers report a heavy swell running at Papaikou with occasional showers. One mill roller and 26 bales hides were other items on the freight list. The Maui carried 5326 sacks sugar and a quantity of empty oil drums from Hakalau to Hilo.

#### Sugar Destined for the Isthmus.

Twelve thousand tons sugar and several hundred tons pineapples have been loaded aboard the American-Hawaiian freighter Mexican during the brief stay at several island ports, and that vessel is scheduled to depart from Hilo for Salina Cruz today, according to advices received by C. P. Morse, General Freight Agent for the American-Hawaiian line at this city. The Mexican was taking on the last of her sugar cargo at Hilo at the time the Inter-Island steamer Mauna Kea sailed for Honolulu.

#### Hawaii Sugar Report.

Purser Phillips of the steamer Mauna Kea has compiled the following report showing sugar awaiting shipment on Hawaii: Olua, 14,500; Waiakoa, 7400; Hawaii Mill, 1500; Onomea, 21,602; Pepeekeo, 6900; Hakalau, 1762; Honoumou, 15,400; Laupahoehoe, 12,000; Kaniwa, 8500; Punaluu, 7057; Honoumou, 11,000; Kukulaia, 7800; Hamakua, 24,600; Paauhau, 1300; Honokaa, 12,200; Kukuhaele, 5000.

#### Local Notice to Mariners.

Hawaiian Islands—Kauai Island—northeast shore—Kahala Point Light, reported extinguished, will be relighted as soon as practicable.

#### Japanese Purchase new Freighter.

The Nippon Yusen Kaisha is reported as purchasing a large freighter of a capacity of 8300 tons, now under construction by Russell & Co., Glasgow. They have also bought the British steamer Hilleraig, better known as the Banockburn. The Hilleraig is 3156 net tons, built by Russell & Co. at Glasgow in 1908. She was purchased by the Japsan Shipping Company last September for \$210,000 and has been sold to the Japanese concern for \$270,000.

Familiar Freighter Changes Hands. The sale of the well-known British steamer British Monarch has been made to Japanese buyers for about \$150,000. She was turned out by Russell & Co., having left the ways ten years ago.

P and O After More Tonnage. The directors of the Peninsular and Oriental Steam Navigation Company have placed an order for two additional

## WEATHER TODAY

Temperature—6 a. m., 73; 8 a. m., 78; 10 a. m., 80; 12 noon, 80; minimum last night, 72.  
Wind—6 a. m., velocity 1, direction Southwest; 8 a. m., velocity 5, direction Northeast; 10 a. m., velocity 5, direction Northeast; 12 noon, velocity 8, direction Northeast. Movement past 24 hours, 144 miles.  
Barometer at 8 a. m., 29.38. Relative humidity, 8 a. m., 59. Dew-point at 8 a. m., 63. Absolute humidity, 8 a. m., 6.052. Total rainfall during past 24 hours, 0.

## VESSELS TO AND FROM THE ISLANDS.

(Special Cable to Merchants' Exchange.)

Saturday, July 6, 1912.

SAN FRANCISCO—Sailed, July 5, S. S. Hilonian for Seattle.  
YOKOHAMA—Sailed, July 6, S. S. Shinyo Maru for Honolulu.  
COLUMBIA RIVER—Sailed, July 5, Schooner Prosper for Honolulu.  
GRAY'S HARBOR—Arrived, July 5, barkentine Arago, hence June 15.  
GRAY'S HARBOR—Arrived, July 5, schooner E. K. Wood, hence June 20.

WILLAPA HARBOR—Arrived, July 5, schooner Repeat, hence June 13.

#### AEROGRAF.

S. S. Korea will arrive from Yokohama Monday at noon and will sail for San Francisco Tuesday at 10 a. m.

steamers of the Ballarat class, each of 11,100 tons, for the P and O branch service (formerly the Blue Anchor Line) of one-class steamers to Australia by way of the Cape. The total additions to the branch fleet since the purchase of the line by the P and O Company will, with the completion of these new vessels have amounted to five steamers aggregating nearly 60,000 tons register.

#### Albert Credited With a Fast Run.

The barkentine Albert Captain Turner, arrived at San Francisco on June 9, out five days from Tatooeh, a remarkably fast run that has not been equaled by a square-rigger vessel in years. The Albert is one of the old-time sugar packets that has made many runs between San Francisco and the Islands.

#### Finishing Touches to San Pedro Breakwater.

Work on the Government breakwater at San Pedro has reached a stage where the gap bisecting the structure near its western end will be closed within the next two weeks. The breakwater has been five years in building, the granite having been quarried in the San Bernardino mountains. The breakwater is 11,200 feet long, incloses 1200 acres and cost \$3,100,000.

#### Japanese Would Not Pay The Price.

According to Oriental advices the price offered by Japanese buyers for the wrecked steamer Empress of China was thought too low by the underwriters and the plan now under consideration provides for sending the vessel to Europe to be offered for sale.

#### Mahukona in Gale is Damaged.

Having encountered heavy weather on March 17, the schooner Mahukona, Captain Olsen, arrived at San Francisco on June 14, 95 days from Newcastle, Aus., with coal, split her main-sail, two head sails and lost her jib-boom.

#### PASSENGERS ARRIVED

Per str. Mauna Kea, from Hilo via way ports, Miss I. J. Lawrence, Mrs. C. J. Hunn, Mrs. E. McCormack, Miss A. Pung, Miss E. Curtis, H. Buscher, Miss M. Viotoreno, Miss A. Botelho, Rev. T. Ban, Masters Ludwig (2), Mrs. L. Campbell and two children; Miss Cook, Miss Ewaliko, F. A. Clowes and wife, O. Williams, R. J. Buchly, W. L. Whitney and wife, Rev. A. Dahms and wife, W. Laeche and wife, Miss J. Pofkint, C. A. Bush, C. White, A. Rowat, C. Greig, V. Marcallino, W. Kelsey, H. Hutchinson, H. Chillingworth, C. Rickard, G. D. McIntyre, A. Drier, M. Morse, F. J. Markham, S. Onihia, J. K. Naitwa, Esu Sue, M. R. Rietas, J. McCarthy, A. Desha, C. R. Buchly, E. Stillman, Miss G. Grace, S. Maluo, Rev. G. L. Kopka, C. E. King, M. H. Kane, I. K. Toomey, J. N. Komomua, L. K. Kauwe, T. N. Haas, H. Hind, Rev. J. F. Cowan, Miss C. Meyers, Mrs. K. Ignacio, R. R. Elgin and wife, L. C. Palmer, H. R. Bryant, Mrs. R. Renton, Miss B. Soper, H. H. Renton, Miss J. Williams, Mrs. J. Hussey and child, Mas-

## FRISCO MEN OF BUSINESS SPLIT ON CANAL BILL

### Barneson Starts Fight to Repudiate Action Against Pacific Mail

Shipping chiefs in San Francisco were at war over the Canal bill at last mail advices.

Declaring that the board of directors of the recently reorganized Chamber of Commerce had a mistaken impression in endorsing the rider submitted to the Panama Canal bill by W. R. Wheeler, manager of their traffic bureau in Washington, a group of insurgents headed by Captain John Barneson, the millionaire shipping man, had arranged for a big mass meeting to thresh the matter out on the floor of the chamber on Friday of last week, the day after the Mongolia sailed.

#### PASSENGERS BOOKED

Per str. Mauna Kea, for Hilo, via way ports, July 6.—Miss Douglas, Miss H. Waite, Miss J. I. Martin, Miss M. Stacker, Miss Snook, Miss B. M. Miss M. Lalakea, Miss P. Cook, Miss S. Davis, Miss M. Hittcock, Mrs. W. H. Hesterman, Mrs. G. H. Martin, Mrs. W. R. Farrington, Mrs. Wilson, J. H. Henning, Brother Edward, Mrs. H. W. Frinche, son and maid; Rev. Rastick, J. O. Carter, Mary B. Nichols, Harriet C. Grant, C. L. Tilder, C. L. Tilder, Jr., Mr. and Mrs. F. Woods, Mr. and Mrs. R. F. Lange, Sadie Durham, A. Mitchell, W. K. Giffard, Dr. P. Ceresole, Ruth Farrington, Francis Farrington, J. R. Farrington, James Wilson, Mr. and Mrs. E. H. Moses, Jas. Kaopua and servant, Ah Cheong, Mrs. C. Ryan, Mrs. J. Mollnell, Harry J. Dahl, Mrs. H. V. Duffield, Miss H. G. Duffield, Mrs. R. L. Halsey, Miss L. Nelson, Miss C. Nelson, James Mano.

Per str. Kilaua, for Kona and Kauai ports, July 9.—Miss B. Holdsworth, H. R. Wassman, Mrs. G. L. Gilmore and maid, Mrs. G. Gilmore and maid, Miss Almer Wassman, Mrs. M. E. Miller, M. Ozaki, C. H. Simpson, Mrs. F. H. Weight and infant, Miss E. C. Clark, Miss O. I. Clark, Miss Drake, Miss S. Lamika, Judge Cooper, Wong See, Mr. and Mrs. E. Henriques.

Per str. Claudine, for Hilo, via way ports, July 12.—Miss E. Kallina, W. H. Crawford, wife and two children; Miss E. Crawford, Mrs. C. W. Booth and daughter, Miss Marion Brown, Mrs. E. A. Turner, Arthur W. Brown.

Per str. Mikahala, for Maui and Molokai ports, July 9.—Miss Jones, Mrs. H. J. Auld, Miss Iokia, Mrs. S. S. Dunbar.

Per str. W. G. Hall, for Kauai ports, July 11.—K. Iskida, H. Robinson and party.

## ODDS AND ENDS AT THE PORT

No freight for the steamer Mauna Kea was accepted after the noon hour today.

Taking a fair list of cabin and deck passengers, the Inter-Island steamer Mauna Kea will be dispatched at four o'clock this afternoon for Hilo direct. The last of seven hundred tons coal is going into the bunkers of the T. K. K. liner Hongkong Maru and that vessel is on the berth for dispatch for Central and South American ports at six o'clock this evening.

A large amount of freight is being offered the Inter-Island steamer Kilaua, to sail for Kau and Kona ports at noon on Tuesday next.

Kentucky has a law, passed in the last legislature, permitting the use of schoolhouses as places of worship during vacation.

Announcements were made in Chicago of the engagement of Mrs. Nellie Grant Sartoris, only daughter of former President Grant and Frank H. Johns, Assistant Postmaster-General in President Cleveland's administration, and now secretary of a Chicago

## PASSENGERS FAVORED

(Continued from Page 1)

### Dining Saloon Will Meet Popular Demand.

A popular demand for individuality has caused the directors of the Matson Line to take special pride in the equipment of the dining saloon on the new ship. A saloon large and airy, with the latest appliances for ventilation, is to be located well forward. One feature, heretofore never attempted to any extent on any liner in the trans-Pacific trade, is the small tables which will dot the spacious hall.

The dining saloon is to have accommodations for two hundred and two passengers at one sitting. Tables will be placed of such size that parties of 2, 3, 4, 5, 6, 8 and 9 passengers can dine together insuring both comfort and privacy. This arrangement will be found pleasing to travelers, judging from the expressions coming from those who have been privileged to inspect the plans for the new liner.

A smoking room, with a series of circular tables is to be situated on the bridge deck. A reading room as well as a social hall are planned for the shelter deck.

#### Every Provision Made For Safety.

The new Matson steamship will be prepared to carry two wireless operators. The same number of stewards-esses will be a feature in the assembling of the staff.

Life boats, will swing from the upper deck to such a number that every soul including passengers, officers and crew will have the required amount of space as prescribed by the United States regulations. The life boats as well as life rafts are to be constructed along the latest lines.

#### Purser's Office Pretentious.

The purser in the new liner will be installed in office apartments on a par with the best vessels afloat. In addition to private apartments that official will attend to his duties in a specially fitted office room which will adjoin a large steel vault. A waiting room is to adjoin the main office. Two hospitals, one for men and another for women are to be located in the after part of the new vessel. These will be used in case of emergency.

#### Baths Galore.

The latest addition to the Matson fleet will be provided with public and private baths in such numbers as to lead one to believe that the directors are great believers in the oft repeated motto "Cleanliness is next to Godliness."

Seventeen private bathrooms are designated in the plans as recorded here the other day. Each deck is provided with a large number of public bathrooms as well as toilets. The

fixtures to be incorporated in these rooms are to be the best obtainable. Steady as a Church.

That the new liner should be steady, is assured by the dimensions. The vessel will be fifty feet longer and four feet wider than the big Wilhelmmina. The vessel will therefore have a much greater cargo capacity.

According to the present expectations of the directors of the Matson Navigation Company, the new vessel should be completed and ready for service within fifteen months. It is more than likely that the Matson latest liner may be one of the last steamers to pass through Panama canal. It is understood that the preliminary work of construction will commence with the first part of the present month.

The Newport News Shipbuilding and Dry Dock Company who have the contract for the construction of the new liner also built the Wilhelmmina and the Laurine.

The general arrangement of machinery to propel the new vessel will be similar to that in vogue in the Wilhelmmina, the engines being placed in the after part of the ship.

## STOCK MARKET GAINS STRENGTH

Evidences of increasing strength are plain in today's stock exchange report. Several gains are recorded and no declines, excepting in the small bond sale.

Hawaiian Commercial shows an advance of half a point in sales of 80 shares in five small lots at 43. Pioneer holds its own in the last four sales between boards, being 30 shares at 33.50, although 120 shares in three lots preceding went at 33. Onomea advanced half a point in a sale of 10 shares at 53.50. Oahu closed with all improvement of 63 1/2 over yesterday, 30 shares going at 27.37 1/2, following two lots of 25 and 8 shares at 27.25, all on the boards. Ewa is a quarter point up in a matter of 9 shares at 30.25.

Pineapple jumped 1.50 in a sale of 5 shares at 43.50. Brewery stock is half a point better, with 20.75 for 100 shares.

Advances are asked pretty near all down the line. There is a goodly run on bonds in small amounts, sales on today's sheet being \$1000 Natomats 6s at 94, \$1000 fire claim 4s at par, \$1000 Hilo 1901 6s at 101, \$1000 Hilo extension 6s at 84.50, the previous quotation, and \$1000 of the same at 25c less.

Secretary Meyer, who left Washington recently for his home at Hamden, Massachusetts, has developed typhoid fever. When the Secretary left it was said he was suffering from stomach trouble.



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If you didn't read in yesterday's Honolulu Star-Bulletin:

"Clue To Noted Swindler"  
"Third Partymen Plan Action"  
"Grand Jury for Washington Investigator"  
"Record of Maui Races"  
"Hawaiians Lead at Yale"  
"Russians On the Way Here"  
"Hawaii's Revenue Increase Good"  
"Coast Oarsmen Coming"  
"Murdered Over Parade Discussion"

You Are  
Fourteen Hours  
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The Times